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Search Results -

Term	Documents
DETECT$3	0
DETECT.DWPI,TDBD,EPAB,JPAB,USPT.	827240
DETECTA.DWPI,TDBD,EPAB,JPAB,USPT.	9
DETECTAB.DWPI,TDBD,EPAB,JPAB,USPT.	1
DETECTABE.DWPI,TDBD,EPAB,JPAB,USPT.	6
DETECTABL.DWPI,TDBD,EPAB,JPAB,USPT.	11
DETECTABY.DWPI,TDBD,EPAB,JPAB,USPT.	1
DETECTAD.DWPI,TDBD,EPAB,JPAB,USPT.	1
DETECTAG.DWPI,TDBD,EPAB,JPAB,USPT.	1
DETECTAL.DWPI,TDBD,EPAB,JPAB,USPT.	1
(L9 AND ((DETECT$3 OR SENS$3 OR MONITOR$3) NEAR7 (TRAFFIC))).USPT,JPAB,EPAB,DWPI,TDBD.	78

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Database: US Patents Full-Text Database; JPO Abstracts Database; EPO Abstracts Database; Derwent World Patents Index; IBM Technical Disclosure Bulletins

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DB Name	Query	Hit Count	Set Name
USPT,JPAB,EPAB,DWPI,TDBD	l9 and ((detect$3 or sens$3 or monitor$3) near7 (traffic))	78	L10
USPT,JPAB,EPAB,DWPI,TDBD	l8 and (transmi$6)	183	L9
USPT,JPAB,EPAB,DWPI,TDBD	l1 and (network or database)	216	L8
USPT,JPAB,EPAB,DWPI,TDBD	l5 and (gps or global positioning system)	6	L7
USPT,JPAB,EPAB,DWPI,TDBD	l5 and (computer$1 or processor$1 or database)	58	L6
USPT,JPAB,EPAB,DWPI,TDBD	l4 and receiv$3	63	L5
USPT,JPAB,EPAB,DWPI,TDBD	l3 and ((detect$3 or sens$3 or monitor$3) same (transmi$5))	66	L4
USPT,JPAB,EPAB,DWPI,TDBD	((traffic near5 information$1) near7 (mobile user$1 or user$1 or client$1 or user$1 station$1) same (network))	157	L3
USPT,JPAB,EPAB,DWPI,TDBD	(traffic near5 information$1)	9069	L2
USPT,JPAB,EPAB,DWPI,TDBD	((provid$3) near5 (traffic near5 information$1))	461	L1

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DB Name	Query	Hit Count	Set Name
USPT,JPAB,EPAB,DWPI,TDBD	l17 and (network or database or server or computer or processor)	25	L19
USPT,JPAB,EPAB,DWPI,TDBD	l17 and network or database or server or computer or++++++++++++++++++++++++++++	106692	L18
USPT,JPAB,EPAB,DWPI,TDBD	l16 and transmitter	26	L17
USPT,JPAB,EPAB,DWPI,TDBD	l15 and receiver	44	L16
USPT,JPAB,EPAB,DWPI,TDBD	l1 and (traffic near5 monitor$3)	80	L15
USPT,JPAB,EPAB,DWPI,TDBD	((traffic monitor$3) near7 (receiver$1 near7 transmitter$1))	11	L14
USPT,JPAB,EPAB,DWPI,TDBD	((traffic monitor$3) near7 (detector$1 near7 transmitter$1))	2	L13
USPT,JPAB,EPAB,DWPI,TDBD	((traffic monitor$1) near5 (detector$1 near7 transmitter$1))	1	L12
USPT,JPAB,EPAB,DWPI,TDBD	l7 and network	185	L11
USPT,JPAB,EPAB,DWPI,TDBD	l8 and driver	32	L10
USPT,JPAB,EPAB,DWPI,TDBD	l8 and ((computer) near7 (receiver same network))	0	L9
USPT,JPAB,EPAB,DWPI,TDBD	l7 and ((mobile user$3 or client$1 or user$1 or base station$1 or station$1) near9 (server or network or database$1))	103	L8
USPT,JPAB,EPAB,DWPI,TDBD	l4 and (transmi$6 or transceiv$3)	277	L7
USPT,JPAB,EPAB,DWPI,TDBD	l4 and (transmitter or transceiver)	146	L6
USPT,JPAB,EPAB,DWPI,TDBD	l4 and (tranmitter or transceiver)	42	L5
USPT,JPAB,EPAB,DWPI,TDBD	l3 and receiv$3	277	L4
USPT,JPAB,EPAB,DWPI,TDBD	l2 and ((monitor$3 or detect$3 or sens$3) same (transmi$5))	303	L3
USPT,JPAB,EPAB,DWPI,TDBD	(provid$3 or obtain$3) near5 (traffic near5 information$1)	938	L2
USPT,JPAB,EPAB,DWPI,TDBD	(provid$3) near5 (traffic near5 information$1)	461	L1

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End of Result Set

Generate Collection

L6: Entry 58 of 58 File: JPAB Dec 14, 1999

PUB-NO: JP411345388A
DOCUMENT-IDENTIFIER: JP 11345388 A
TITLE: SYSTEM, EQUIPMENT AND METHOD FOR VEHICLE TRAFFIC INFORMATION NOTIFICATION

PUBN-DATE: December 14, 1999

INVENTOR-INFORMATION:

NAME	COUNTRY
HIGASHIDA, TAKAO	N/A

ASSIGNEE-INFORMATION:

NAME	COUNTRY
OMRON CORP	N/A

APPL-NO: JP10151086
APPL-DATE: June 1, 1998

INT-CL (IPC): G08G 1/01; G08G 1/017; G08G 1/09

ABSTRACT:

PROBLEM TO BE SOLVED: To make the traffic states of many and unspecified vehicles graspable while protecting privacy by discriminating whether or not accepted vehicle information is vehicle information of a registered vehicle, distinguishing a registered vehicle from an unregistered vehicle, providing traffic information and notifying of the traffic information.

SOLUTION: A navigation device for automobile which is adaptable to a VICS and also transmits vehicle ID information to an optical vehicle sensor 2 is mounted on a vehicle 1 which travels on a road. The vehicle ID information which is transmitted to the sensor 2 includes the vehicle ID of a vehicle and information of the type of a car, and a traffic control center 3 specifies the traveling position of the vehicle 1 from the location of the sensor 2 by receiving the vehicle ID information via the sensor 2 and specifies the type of a car from the information of the type of a car which is included in the vehicle ID information. And, it transmits traffic information to a user's personal computer 5 or facsimile 6 through a public line network 4 in response to access from a registered user.

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L1: Entry 9 of 461 File: USPT Nov 21, 2000

DOCUMENT-IDENTIFIER: US 6151550 A
TITLE: Traffic information providing system

ABPL:
To obtain a traffic information providing system which can display information of a forward section of an on-road radio transmission/reception device even if there is no oncoming vehicle. The on-vehicle radio transmission/reception device has a moving time calculation device for calculating moving times of traveling sections which are arbitrarily divided, a memory for storing the moving time calculated by the moving time calculation device, and a transmission device for transmitting the moving time; and the on-road radio reception device has a reception device for receiving a moving time from the moving time calculation device, a recognition unit for recognizing a traffic situation from the moving time to form traffic situation data, a data communication device for transmitting/receiving the traffic situation data between the plurality of on-road radio transmission/reception devices, and a display device for displaying the traffic situation data obtained by the data communication device.

BSPR:
The present invention relates to a traffic information providing system for providing a display of traffic information and, more particularly, to a traffic information providing system in which, if even one vehicle on which an on-vehicle radio transmission/reception device is mounted passes through an on-road radio transmission/reception device, detailed traffic information can be provided to other vehicles by the on-road radio transmission/reception device.

BSPR:
FIG. 6 is a view showing a conventional traffic information providing system described in Japanese Unexamined Patent Publication No. 6-180795. Referring to FIG. 6, on an automobile 1, various sensors such as a steering sensor, a direction sensor, and a vehicle speed sensor and a transmission/reception circuit are arranged. Steering angle data detected by the steering sensor, progress direction data detected by the direction sensor, vehicle speed data detected by the vehicle speed sensor are transmitted by the transmission/reception circuit through a transmission antenna 2. Data corresponding to these data and transmitted from another vehicle are received by the transmission/reception circuit of own vehicle and then transmitted in the same manner as described above.

BSPR:
In the traffic information providing system with the above arrangement, a forward traffic situation can be recognized by a backward vehicle.

BSPR:
However, a conventional traffic information providing system with the above arrangement has the following problems:

BSPR:
The present invention has been made to solve the above problems, and has as its object to obtain a traffic information providing system which can display information of a forward section of an on-road radio transmission/reception device even if no oncoming vehicle, can use a narrow-band communication scheme used in an automatic charge collection apparatus, and, even if the distance between on-road radio transmission/reception devices is long, can provide detailed information of the section between the on-road radio transmission/reception devices.

BSPR:
A traffic information providing system according to the present invention includes an on-vehicle radio transmission/reception device mounted on a vehicle and a plurality of on-road radio transmission/reception devices installed on roads, wherein the on-vehicle radio transmission/reception device has: a moving time calculation device for calculating moving times of traveling sections which are arbitrarily divided; a moving time storage device for storing the moving time calculated by the moving time calculation device; and a transmission device for transmitting the moving time, and the on-road radio transmission/reception device has a reception device for receiving the moving time from the on-vehicle radio transmission/reception device; a traffic situation recognition device for comparing the moving time with a preset reference time to form traffic situation data; a data communication device for transmitting/receiving the traffic situation data between the plurality of on-road radio transmission/reception devices; and a display device for displaying the traffic situation data obtained by the data communication device.

DRPR:
FIG. 1 is a concept view showing a traffic information providing system according to the present invention;

DRPR:
FIG. 4 is a concept view showing another traffic information providing system according to this invention;

DRPR:
FIG. 5 is a concept view showing still another traffic information providing system according to this invention; and

DRPR:
FIG. 6 is a view showing a conventional traffic information providing system.

DEPR:
FIG. 1 is a concept view showing a traffic information providing system according to this invention. The traffic information providing system is constituted by an on-vehicle radio transmission/reception device 100 mounted on a vehicle and a plurality of on-road radio transmission/reception devices 200 installed on a road. The plurality of on-road radio transmission/reception devices 200 are installed on the roadside of, e.g., a road at predetermined intervals along the road.

DEPR:
In the traffic information providing system arranged as described above, even if there is no oncoming vehicle, information of a forward section can be displayed on the on-road radio transmission/reception device 200. Since a vehicle transmits/receives data to/from the on-road radio transmission/reception device 200, the positional relationship between pieces of information obtained by the vehicle becomes clear, and the reliability of traffic situation data is improved. Communication between the vehicle and the on-road radio transmission/reception device 200 can be performed by using a narrow-band communication scheme used in an automatic charge collection apparatus or the like. Furthermore, even if the distance between the on-road radio transmission/reception devices 200 is long, detailed information of the section between the on-road radio transmission/reception devices 200 can be reliably provided.

DEPR:
FIG. 4 is a concept view showing another traffic information providing system according to this invention. An on-road radio transmission/reception device 210 according to this embodiment has a traveling section information memory 21 serving as a traveling section information storage means. In the traveling section information memory 20, pieces of traveling section information divided depending on a distance to the next on-road radio transmission/reception device 210, past traffic jam situations, and the like are stored.

DEPR:
In the traffic information providing system arranged as described above, traffic information of a necessary section can be made detailed. By limiting the number of divided traveling sections, the memory 11 of the on-vehicle radio transmission/reception device 110 can be effectively used.

DEPR:
FIG. 5 is a concept view showing still another traffic information providing system according to this invention. An on-vehicle radio transmission/reception device 120 according to this embodiment has a vehicle-side display device 22 serving as a vehicle-side display means. The vehicle-side display device 22 has a switch or the like formed thereon, and is applied with a power source voltage as needed.

DEPR:

In the traffic information providing system arranged as described above, data displayed on the display device 18 of the on-road radio transmission/reception device 220 is received by the on-vehicle radio transmission/reception device 120, and the received information is stored in the memory 11, so that the contents of the memory 11 can be displayed at any time on the vehicle-side display device 22 in the vehicle. For this reason, when the driver misses the contents on the display device 18 of the on-road radio transmission/reception device 220, the driver can check the information again at any time.

DEPR:
A traffic information providing system according to this invention is constituted by an on-vehicle radio transmission/reception device mounted on a vehicle and a plurality of on-road radio transmission/reception devices installed on a road. The on-vehicle radio transmission/reception device has a moving time calculation means for calculating moving times of traveling sections which are arbitrarily divided, a moving time storage means for storing the moving time calculated by the moving time calculation means, and transmission means for transmitting the moving time. The on-road radio transmission/reception device has a reception means for receiving said moving time from the on-vehicle radio transmission/reception device, a traffic situation recognition means for comparing the moving time with a preset reference time to form traffic situation data, a data communication means for transmitting/receiving the traffic situation data between the plurality of on-road radio transmission/reception devices, and a display means for displaying the traffic situation data obtained by the data communication means. For this reason, even if there is no oncoming vehicle, information of a forward section of the on-road radio transmission/reception device can be displayed and provided to a driver. A narrow-band communication scheme used in an automatic charge collection apparatus or the like can be used. In addition, the positional relationship between pieces of information obtained by the vehicle becomes clear, and the reliability of traffic situation data is improved.

CLPR:
1. A traffic information providing system comprising an on-vehicle radio transmission/reception device mounted on a vehicle and a plurality of on-road radio transmission/reception devices installed on roads,

CLPR:
2. A traffic information providing system according to claim 1, characterized in that said moving time calculation means has a traveling distance detection device for outputting a traveling distance and a timer device for outputting time and calculates a moving time of each traveling section by using said traveling distance detection device and said timer device.

CLPR:
3. A traffic information providing system according to claim 1, characterized in that

CLPR:
4. A traffic information providing system according to claim 1, characterized in that

CLPR:
5. A traffic information providing system according to claim 1, characterized in that

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L8: Entry 67 of 103 File: USPT Sep 30, 1997

DOCUMENT-IDENTIFIER: US 5673039 A
TITLE: Method of monitoring vehicular traffic and of providing information to drivers and system for carring out the method

ABPL:
An arrangement for monitoring vehicular traffic and providing information and warnings to drivers of traffic disruptions, driver error, dangerous road conditions, and severe weather. Road and traffic conditions are detected with roadside traffic sensing equipment, and the conditions are displayed over luminescent elements with signal lamps distributed at intervals along the road and combined into chains of lamps. The luminescent elements are illuminated simultaneously or in sequence for providing continuous traffic information. A processor network and a signal network are combined through a communication network to regulate the luminescent elements by processing, if necessary, under real time controlled conditions.

BSPR:
The present invention concerns first a method of monitoring vehicular traffic and of providing information and warnings in due time to drivers of traffic disruptions, driver error, dangerous road conditions, and severe weather. The invention also concerns a system for carrying out the method.

BSPR:
Also known is a system of monitoring traffic and providing information that uses radio beacons with lamps distributed at intervals along a road. The beacons can be connected to and disconnected from a control center and are activated by integrated receiving equipment. The signal-lamp receiving equipment communicates with transmitters in motor vehicles. The transmitters themselves are controlled by speedometers and crash sensors in the vehicles and themselves activate the lamps in the beacons.

BSPR:
The theory behind this traffic-monitoring and information-providing system is that a system of chains of lamps communicates by way of appropriate receiving and transmitting equipment with sensors installed in vehicles. The lamps are accordingly enabled to emit warning signals appropriate to the vehicle's operating state of the vehicle and even when individual vehicles or groups of vehicles are stopped, when traffic situations so dictate. The operating state of a vehicle in traffic can of course only be detected and exploited to activate

the beacon system when the vehicle is equipped with the appropriate sensors and with transmitting equipment activated by them. The operating states of all the other motor vehicles participating in the traffic cannot on the other hand be detected and exploited to provide information and warning signals.

BSPR:
One object of the present invention accordingly is an improved method of the genus and purpose initially described that will allow dynamic monitoring of the total traffic in a stretch of road equipped with such a monitoring and information-provision system as well as due information and warnings to drivers and hence the possibility of regulating the traffic, but that does not require that the vehicles be equipped with appropriate sensors and transmitting equipment. Another object is a traffic monitoring and information-providing system that will carry out such a method.

BSPR:
The combination of measurement network, a processor network, and signal network constitutes a method, working with a distributed-intelligence system, whereby traffic control and regulation are completely decentralized and conducted on site along the road. The luminescent elements themselves can be manually programmed directly on site by way of decentralized processors as well as remotely to load flashing programs for example. The road and traffic conditions, detected by a sensing equipment or manually entered are displayed over luminiscent elements with signal lamps distributed at intervals along the road, combined into chains of lamps, and illuminated simullaneously or in sequence, providing continuous traffic information and when necessary warning in real time. The system is especially used for dangerous road sections to improve traffic safely and to realize a smooth traffic flow.

BSPR:
Another basic difference between the invention and the known system is the that the U.S. patent describes only a strict intersection control whereby the traffic is subject to surveillance and control only in relation to the next intersection. Real-time surveillance by forwarding data associated with a single vehicle from one section to another by way of meshed networks as in the present invention is impossible in the known system. This will also be evident in that in the known system, the control section extends statically from one intersection to the next. Variable control-section length of the type unavoidable for dynamic traffic control is possible only with the method in accordance with the present invention. Surveillance for accidents and dangerous driving are additionally possibilities of the invention. In the method in accordance with the present invention this is possible in that the entry of every vehicle as well as of what within a section road under surveillance, whereby the time that usually elapses until the next detection point is reached can be individually evaluated or predicted for each vehicle. If an expected vehicle is absent throughout a specific interval or if other thresholds are exceeded, a graduated alarm is triggered and transmitted to the

superordinate surveillance device. Oncoming vehicles, for example, can then be alerted about a jam as they encounter flashing lights. Analysis of the reason for the warning will then occur interactively and in accordance with centralized and decentralized algorithms. The luminescent elements can then be controlled in accordance with the revealed cause.

BSPR:
The second object is a system of monitoring traffic and providing information that can be used to carry out the method. This object is attained in the system recited in the preamble to claim 16. A detection point is provided with traffic-and/or-load sensing equipment that operate essentially across the lane of a road. At least two luminescent elements are associated with the detection point. The luminescent elements are distributed at intervals along the road, statically or dynamically interconnected, and provided with optical signal generators in the form of signal lamps and with at least one processing-and-control set in the form of a road-event processor. The processing-and-control sets process detected traffic situations and/or road conditions and illuminate and activate the signal lamps.

BSPR:
The system in accordance with the invention differs from that at the state of the art. The luminescent elements installed in the form of chains of lamps along at least one side of the road are not controlled in accordance with the invention by radio from sensors and transmitters inside the vehicles or by a control center. They are controlled by way of roadside sensors by a road-event processor that processes the traffic situations and/or road conditions detected by the sensors. The processor then emits signals in accordance with the traffic situation detected. The flashes can be individual flashes or groups of flashes ahead of the traveling vehicles. They can also be in the form of synchronized waves of light that travel forward or backward at various frequencies, accelerating and decelerating the flow of traffic.

BSPR:
There is accordingly no direct communication in accordance with the invention between the individual vehicles in traffic and the luminescent elements. The vehicles are monitored by roadside sensors. It is accordingly not just motor vehicles equipped with special sensors and transmitters that are monitored, but basically all the vehicles.

BSPR:
The road-event processor in another important embodiment of the invention has an interface for telecommunications. The telecommunications can be through a telephone connection and modem or through modem operation by directional, satellite, or similar radio transmission.

BSPR:
The luminescent elements in the traffic-monitoring and information-providing system in accordance with the invention can be in the form of modules for later installation in existing

roadway guideposts. Such a modular luminescent element might be inserted in an adapter in the guidepost. Otherwise, the luminescent elements themselves can be fully contained guideposts.

DRPR:
Three embodiments of the traffic-monitoring and information-providing system in accordance with the invention, one embodiment of the road-event processor, and one of the luminescent element in the form of a lamppost will now be specified with reference to the drawing, wherein

DRPR:
FIG. 1 illustrates a section of a stretch of meandering road equipped with a traffic-monitoring and information-providing system,

DRPR:
FIG. 12 is a block-diagram of meshed networks for monitoring traffic and of providing information and warnings to drivers of the actual traffic-conditions, and

DEPR:
The traffic-monitoring and information-providing system invention comprises three subsidiary systems. First, a system of roadside sensors detects traffic situations and/or road conditions. Second, a system of processors processes the detected traffic-situation and/or road-condition data. Third, a warning system includes signal lamps that can be activated by the processors in accordance with the results of the processing.

DEPR:
In the embodiment of the invention illustrated in FIG. 12, six road-even processors 230 and 231 are combined into a network 232 immediately adjacent to the road. Each processor 230 is a master and each processor 231 a slave. Master processors 231 are connected to a decentralized communications computer 233, through which processors 230 and 231 can be directly programmed and parametered on site. All detected results are transmitted to communications computer 233 at 30-second intervals by way of an RS-233 interface 234 at a rate of either 9700 or 19 200 baud. The communications computer is programmed in C language. It communicates through a modem 235 and the public telephone network 236 with a central control station 237, which has a modem 240.

CLPR:
1. A traffic-monitoring and information-providing system for monitoring and analyzing vehicular traffic and providing information and warnings to drivers on traffic disruptions, driver errors, dangerous road conditions, and severe weather conditions, comprising: sensing means enclosing detection points with induction loops; drive over scales and dynamic wheel-load-sensors; a specific number of road-event-processors connected to said dynamic wheel-load sensors; an intelligent bussystem interconnected to said road-event processors; a varying processor network of distributed intelligence interconnected to said road-event processors through said intelligent bus system;

signal processors connected to said varying processor network; a signal network for generating traffic signals; a lighting bus for connecting said signal processors to said signal network; a plurality of interconnected luminescent elements receiving traffic signals from said signal network; said luminescent elements having signal lamps as optical signal generators.

CLPR:
27. A method for monitoring vehicular traffic and providing information and early warnings to drivers on traffic disruptions, driver error, dangerous road conditions, and severe weather conditions, comprising the steps of: detecting road and traffic conditions with a net of sensing equipment enclosing detection points with induction loops, drive over scales and dynamic wheel load sensors; emitting traffic information signals by a measurement network to a given number of road event processors interconnected with an intelligent bussystem to a varying processor network with distributed intelligence means interconnected with signal processors combined to a signal network by a lighting bus; and displaying said traffic conditions over interconnected luminescent elements with signal lamps distributed at intervals along the road and combined into chains of lamps illuminated for providing continuously said traffic information signals emitted from the measurement network at a communication network to said interconnected luminescent elements.

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L8: Entry 101 of 103 File: JPAB Aug 15, 1997

PUB-NO: JP409212795A
DOCUMENT-IDENTIFIER: JP 09212795 A
TITLE: SYSTEM AND DEVICE FOR PROVIDING TRAFFIC STATE INFORMATION USING RADIO WAVE CALLING NETWORK

PUBN-DATE: August 15, 1997

INVENTOR-INFORMATION:
NAME
CHUE, GYUSOKU
CHUE, MISON
NAMU, GISON

ASSIGNEE-INFORMATION:

NAME	COUNTRY
KOREA MOBIL TELECOMMUN CORP	N/A

APPL-NO: JP08259393
APPL-DATE: September 30, 1996

INT-CL (IPC): G08G 1/09; G01C 21/00; G08G 1/0969; G09B 29/10; H04H 1/00

ABSTRACT:

PROBLEM TO BE SOLVED: To reduce the traffic jam with inexpensive expenditure by receiving a traffic information block propagated from a radio wave calling network, expressing it in a digital road network stored in a database and outputting it to user.

SOLUTION: A traffic information collecting equipment 11 collects traffic state occurrence information by a traffic sensor, etc., and outputs it to a traffic information host computer 12. The traffic information host computer 12 executes conversion into a traffic information data format and outputs it to a traffic information server 13 with an exclusive line or a communication network. The traffic information server 13 converts it into the traffic information block and outputs it to the radio wave calling network q14 through TAP or a TNNP protocol. The radio wave calling network 14, that is, a radio wave transmitter converts it into a POCSAG/FSK or FLEX/FSK signal form so as to propagate, that is, broadcast it in the air. A traffic information terminal equipment 15 executes expression in the digital road network which is separately stored in the database and permits the user to know the occurrence of the traffic

and permits the user to know the occurrence of the traffic conditions in an area required through a monitor.

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USPT,JPAB,EPAB,DWPI,TDBD	l16 and transmitter	26	L17
USPT,JPAB,EPAB,DWPI,TDBD	l15 and receiver	44	L16
USPT,JPAB,EPAB,DWPI,TDBD	l1 and (traffic near5 monitor$3)	80	L15
USPT,JPAB,EPAB,DWPI,TDBD	((traffic monitor$3) near7 (receiver$1 near7 transmitter$1))	11	L14
USPT,JPAB,EPAB,DWPI,TDBD	((traffic monitor$3) near7 (detector$1 near7 transmitter$1))	2	L13
USPT,JPAB,EPAB,DWPI,TDBD	((traffic monitor$1) near5 (detector$1 near7 transmitter$1))	1	L12
USPT,JPAB,EPAB,DWPI,TDBD	l7 and network	185	L11
USPT,JPAB,EPAB,DWPI,TDBD	l8 and driver	32	L10
USPT,JPAB,EPAB,DWPI,TDBD	l8 and ((computer) near7 (receiver same network))	0	L9
USPT,JPAB,EPAB,DWPI,TDBD	l7 and ((mobile user$3 or client$1 or user$1 or base station$1 or station$1) near9 (server or network or database$1))	103	L8
USPT,JPAB,EPAB,DWPI,TDBD	l4 and (transmi$6 or transceiv$3)	277	L7
USPT,JPAB,EPAB,DWPI,TDBD	l4 and (transmitter or transceiver)	146	L6
USPT,JPAB,EPAB,DWPI,TDBD	l4 and (tranmitter or transceiver)	42	L5
USPT,JPAB,EPAB,DWPI,TDBD	l3 and receiv$3	277	L4
USPT,JPAB,EPAB,DWPI,TDBD	l2 and ((monitor$3 or detect$3 or sens$3) same (transmi$5))	303	L3
USPT,JPAB,EPAB,DWPI,TDBD	(provid$3 or obtain$3) near5 (traffic near5 information$1)	938	L2
USPT,JPAB,EPAB,DWPI,TDBD	(provid$3) near5 (traffic near5 information$1)	461	L1